SECTION 01010

SUMMARY OF WORK

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PART 1 GENERAL

1.1 SCOPE OF WORK

Work covered under this specification includes the installation of a approximately 1800' of new FAA Communication Duct Bank and two manholes; and the installation of approximately 31,000 feet of fiber optic cable with triple inner duct in the new and in an existing duct bank at the Boise Air Terminal in Boise, Idaho.

DETAILED DESCRIPTION OF WORK:

- **INSTALL APPROXIMATELY 1800' OF NEW DUCT BANK BETWEEN THE OLD ASR-7 SITE AND THE OLD AFSS SITE.**
  Work includes the installation of 4-4" schedule 40 PVC conduits buried at least 40" deep (approximately 700' is to be bored under a runway and 300' under a taxiway), # 1/0 copper guard wire, warning tape, and copper ground rods (at approximately 90' spacing). The two manholes are aircraft rated 4'x6' x 7' deep (inside dimensions). Entrance into the Old AFSS building shall be as approved by the FAA Project Engineer. No open excavation shall be allowed inside the Runway/Taxiway Safety Areas. Width of the Runway Safety Area extends 250' on each side of the Runway centerline. Width of the Taxiway Safety Area extends 107' on each side of the Taxiway centerline.

  - **BETWEEN THE 10R ALSF BLDG AND THE 28R LOC BLDG (approx 2400'):**
    Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

  - **BETWEEN THE 28R LOC BLDG AND THE 10R GS BLDG (approx 4500'):**
    Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

- **BETWEEN THE 10R GS BLDG AND THE OLD ASR-7 BLDG (approx 2100'):** Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

- **BETWEEN THE OLD ASR-7 BLDG AND THE RTR BLDG (approx 9200'):** Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

- **BETWEEN THE OLD ASR-7 BLDG AND THE OLD AFSS BLDG (approx 1800'):** Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

- **BETWEEN THE RTR BLDG AND THE MH WEST OF TWY "M" (approx 2200'):** Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

- **BETWEEN THE MH WEST OF TWY "M" AND THE 28R GS BLDG (approx 1000'):** Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

- **BETWEEN THE 28R GS BLDG AND THE 10R LOC BLDG (approx 3800'):** Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

- **BETWEEN THE 10R LOC ASR-11 (approx 4000'):**
  Install three 1 ¼" inner ducts (orange, blue, and green). Then install one 36 strand single mode fiber optic cable in the orange inner duct. Install a pull rope in the blue and green inner ducts. Coil and hang at least 20 ft of fiber cable slack in each manhole and leave at least 50' of slack at the end points (fiber cable will be terminated at each facility by the FAA).

The contractor is required to furnish all labor, materials (except Government furnished), services, equipment, insurance, bonds, security notifications, licenses, permits, and fees in accordance with applicable federal, state and local regulatory requirements to complete the specified work. Any miscellaneous labor, equipment and/or materials not specifically detailed or specified, but required to complete the project, shall be provided as an integral part of the work.

The dimensions, measurements, and quantity of materials listed in this specification and on the construction drawings are estimated and are presented to give the contractor an idea of the total scope of work. The contractor is strongly encouraged to make a site visit to verify the existing conditions, quantities of materials, and amount of work required. The contractor is responsible for assuring that the bid reflects all work required to accomplish this project. Coordinate site visit with the FAA Project Engineer, Bob Brown (303) 342-1837.

1.2 REFERENCES

Airport Ground Vehicle Operations Guide
available from: http://www.asy.faa.gov/safety_products/airportground/AGVO-guide.doc

1.3 DRAWINGS

Callouts on the construction drawings indicate work to be done under this contract unless specifically noted "installed by others" or "existing". Callouts indicating work to be done do not always include the word "install".

1.3.1 Construction Drawings Provided

Drawings applicable to this project are listed below. The written scale (e.g. 1"=100') is only valid for FAA "D - size" drawings (22"x34") and may be slightly off due to variations in printing. On reduced size drawings, the bar scales (where shown) and written dimensions remain valid.

BOI-B-FIBER-Z001	SCHEMATIC LAYOUT
BOI-B-FIBER-Z002	MANHOLE & MISC DETAILS
BOI-B-FIBER-Z003	AIRPORT LAYOUT (REFERENCE)

1.3.2 As-Built Drawings

The contractor shall provide three complete sets of As-Built drawings to the FAA Project Engineer at the end of the project. The following color codes shall be used:

Red - to indicated new or changed information
Green -to indicated deletions
Blue - to indicate notes to the draftsman

Any additional diagrams and/or schematics that would be helpful for the maintenance of the facility should also be included.

1.4 SUBMITTALS

1.4.1 Material

The contractor shall submit for approval; catalog data, cut-sheets, samples, and any other relevant information on the contractor furnished material to be used on this project. Two copies of the submittal package shall be given to the FAA Project Engineer (through the Resident Engineer) for approval. Submittals on materials shall include, but is not limited to:

- Schedule 40 PVC
- Raceway planned to be used for boring sections
- 4'x6' x 7' (inside dimensions) aircraft rated manholes
- #1/0 copper guard wire
- warning tape
- copper ground rods
- 36-Strand single mode Fiber Optic Cable
- 1 ¼" Inner Duct
- Cable hangers
- Cable Tags (markings)
- Additional items deemed necessary by the Project Engineer.

1.4.2 Schedule

Prior to start, the contractor shall submit a schedule and work plan to the Project Engineer for approval. See section 3.1.2 for the maximum time allowed to complete this project. The schedule shall show start dates, duration, and finish dates for each work activity. Activities shall include, but are not limited to, each of the 10 items listed under the detailed scope of work above.

The FAA reserves the right to modify the contractor's sequence of activities in the interest of facility operation and airport safety.

1.4.3 Schedule of Values

The contractor's proposal shall include a schedule of values, showing at a minimum, a breakdown of cost for each of the 10 items listed under the detailed scope of work above. Cost for each item should include any profit and overhead.

1.4.4 Safety Plan

The contractor shall submit a safety plan per paragraph 3.4.2.6 of this section.

1.4.5 Work Plan

The contractor shall submit a work plan per paragraph 3.4.5 of this section. Work plan shall include the contractor's plan for boring raceways under the taxiways, runways, and paved access roads.

1.4.6 Testing

The contractor shall complete, at his own expense, all testing as required by these specifications. The results shall be submitted to the FAA Project Engineer (through the Resident Engineer). Required testing includes, but is not limited to, the following:

- Soil Compaction Testing (performed by an independent testing company).

PART 2 PRODUCTS

Reference herein or in the construction drawings to any specific commercial product, process, or service, any trade name, trademark, manufacturer, or otherwise, does not necessarily constitute or imply its endorsement, recommendation, or favoring by the Federal Aviation Administration. The contractor may submit a request for substitution of a product, process, or service specifically called out. Such request shall be through the submittal process.

2.1 GOVERNMENT FURNISHED MATERIAL

There is no Government furnished material (GFM) for this project.

2.2 CONTRACTOR FURNISHED MATERIAL

The contractor shall furnish all material that is required and not otherwise indicated to be Government furnished. Materials furnished by the contractor shall be new, the standard products of manufacturers regularly engaged in the production of such materials, and of the manufacturer's latest designs that comply with the specification requirements.

The list of contractor furnished material includes, but is not limited to:

- Schedule 40 PVC.
- Raceway planned to be used for boring sections
- 4'x6' x 7' (inside dimensions) aircraft rated manholes
- #1/0 copper guard wire
- warning tape
- copper ground rods
- 36-Strand single mode Fiber Optic Cable
- 1 ¼" Inner Duct
- Cable hangers
- Cable Tags (markings)
- Misc Hardware.

2.3 MATERIAL

2.3.1 External Hardware

All external hardware (includes hardware inside manhole) shall be hot dipped galvanized, stainless steel, or approved for long term outdoor use. All cut edges shall be filed smooth and treated with a cold galvanizing compound.

2.3.2 Asbestos Free Material

The Contractor shall not use any asbestos containing material (ACM) at any time during the construction. The Contractor shall verify that all material, including those supplied by third parties, are asbestos free materials. A written certification letter shall be provided by the Contractor to the FAA certifying that the finished work is asbestos free.

PART 3 EXECUTION

3.1 SCHEDULES

3.1.1 Work schedule

All work shall be performed during the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday. No work shall be performed outside these hours or scheduled on Saturdays, Sundays or legal holidays without prior approval from the FAA Project Engineer.

The contractor shall furnish the Resident Engineer with emergency (24 hour) contact phone numbers for the contractor's superintendent and an alternate individual. Such numbers will be used if the contractor needs to be contacted outside of normal working hours

3.1.2 Construction Schedule

All work shall be completed within 90 calendar days after the Notice to Proceed (NTP).

3.1.3 Deviation from Work Schedule

The Airport Manager and the FAA Project Engineer reserve the right to suspend or stop construction as necessary for the safety of aircraft or airport property. In addition, the FAA may adjust the work hours to satisfy the facility operations.

3.1.4 Daily Construction Log

The Contractor shall keep a Daily Construction Log. At a minimum, the daily log shall contain:

- Items accomplished for that day.
- Start and stop time of work.
- Name of workers (including sub-contractors), and hours they worked for that day.
- Weather (including sky, ground moisture conditions, and temperature).
- Material received.
- Documental photographs showing the progress of work, and as required.

The Daily Construction Logs shall be turned over to the FAA Project Engineer on a weekly basis.

3.2 PRE-CONSTRUCTION MEETING

Prior to the start of any work and the contractor's access to the work site, the contractor shall be required to attend a pre-construction meeting. Attendees at the meeting may include, but is not limited to, the FAA Project Engineer, Resident Engineer, FAA Contracting Officer, the Airport Manager, Airport Operations, FAA maintenance, and other interested parties as determined by the Project Engineer. Topics at the meeting will include; site access, airport security, work safety, work schedule, project expectations, work procedures, emergency plans, and other items relating to the execution of the project.

3.3 LAYOUT

The contractor shall verify the field measurements and coordinates indicated on the drawings with the Resident Engineer before starting any layout. The contractor shall lay out his work from base lines and bench marks indicated on the drawings and shall be responsible for all measurements in connection therewith. The contractor shall furnish, at his own expense, all stakes, templates, platforms, equipment, tools, materials and labor as may be required in laying out any part of the work. All layout work shall be accomplished by a Professional Land Surveyor. The contractor is to properly maintain the specified layouts to assure proper alignment of the construction. Roads indicated to be installed under this contract shall be laid out and clearly marked at the beginning of the project and used as access roads during construction so as to minimize the disturbance to the surrounding areas.

3.4 SPECIAL REQUIREMENTS

3.4.1 Special Precautions

The contractor shall conform to the rules and regulations of the airport and shall coordinate all work with the Resident Engineer.

Note: Unscheduled interruptions of the electrical service to FAA facilities may cause aircraft accidents and loss of life. Work requiring a temporary or permanent de-energization of equipment shall be scheduled in writing with the FAA Project Engineer and the onsite FAA maintenance personnel. Only onsite FAA maintenance personnel are authorized to energize/de-energize equipment, or to operate a circuit breaker, switch, or fuse in an FAA facility.

3.4.2 Safety Requirements

Aviation Safety is a primary consideration during airport construction. The Contractor is completely responsible for complying with the Airport's safety and operation procedures, as dictated by the Airport. A copy of the FAA's Ground Vehicle Operations Guide is attached at the end of this specification.

During the performance of this contract, the airport runways, taxiways, and aircraft parking aprons shall remain in use by aircraft to the maximum extent possible, CONSISTENT WITH CONTINUAL SAFETY. The contractor shall not allow employees, subcontractors, suppliers, or any other unauthorized person to enter or remain in any airport area which would be hazardous to persons or to aircraft operations.

3.4.2.1 Runway and Taxiway Safety Areas

The Runway Safety Area (RSA) for runways at the Boise Air Terminal extends 250 ft on each side of the runway centerline. The Taxiway Safety Area (TSA) for taxiways at the Boise Air Terminal extends 107ft on each side of the taxiway centerline.

Prior to commencement of work, the contractor shall delineate the boundaries of the safety areas with 3/8" x 1 1/2" x 4' long pointed lath (survey sticks) and bright orange flagging.

The contractor shall not be allowed into the Runway or Taxiway Safety Areas without prior approval from the Resident engineer, Airport Manager, and ATCT.

In addition to the restrictions of working in the Runway and Taxiway Safety Areas, the Airport Manager and/or the FAA Project Engineer may impose more restrictive requirements as needed to maintain airport safety.

3.4.2.2 not used

3.4.2.3 Construction Vehicle Traffic

The contractors' vehicles and equipment shall enter the airport and construction areas only by way of authorized routes. The use of runways, aprons, taxiways, ramps, will not be permitted unless specifically approved by the resident Engineer and the Airport Manager. The contractor shall inform all personnel that aircraft have the right-of-way at all times.

As a minimum, all vehicles and motorized equipment that enter the Airport Operations Area (AOA) shall be marked per AC 150/5210-5B (or latest version). In general, all vehicles and motorized equipment inside the AOA shall be marked with a three foot by three foot flag with international orange and white 12 inch squares displayed in full view above the vehicles. At night, or during periods of low visibility, all vehicles and equipment operating in the AOA shall be identified with an approved yellow flashing beacon.

In addition, no personnel will be permitted to drive on the airside of the airport unless he/she has read, and certified that he/she has read, " A Guide to Ground Vehicle Operations on an Airport" (DOT/FAA/AS-90-3). A copy of this document is attached at the end of this specification.

THE AIRPORT AND/OR THE FAA MAY HAVE ADDITIONAL REQUIREMENTS FOR VEHICLES AND PERSONNEL OPERATING INSIDE THE AOA.

3.4.2.4 Unauthorized Structures

The contractor shall install no fences or other physical obstructions on or around the project work area without the approval of Resident Engineer.

3.4.2.5 Hazard Marking

The contractor shall use barricades, flashers, flags, traffic cones, signs, etc., for the following:

- To prevent aircraft from taxiing onto a closed runway, taxiway or apron.

- To outline construction/maintenance areas.

- To identify isolated hazard areas such as open manholes, ditches, potholes, waste areas, etc.

- To identify FAA and Airport facilities, cables, power lines, ILS Critical areas, and other sensitive areas, in order to prevent damage, interference and facility shutdown.

All hazard markings shall be furnished and setup by the contractor. Barricades inside the runway safety area shall be lightweight and frangible. For daytime use, barricades should be

supplemented by flags; for night time use, they shall have flashing yellow lights. Night time barricades shall not penetrate the approach surface. All markings shall be to the approval of the Resident Engineer.

3.4.2.6 Safety Plan

Prior to commencement of work, the contractor shall submit a safety plan for approval by the Project Engineer. An acceptable safety plan shall take into account areas discussed in Appendix 1 of AC 150/5370-2C and the Airport's rules for construction activity at the Airport.

3.4.3 Radio Communications

Communications with ATCT Ground Control is required when crossing the taxiways on the Infield Road (east/west access road that runs between the two runways). The contractor is required to follow the airport's/FAA's operational procedures when crossing these taxiways.

3.4.4 Work Limitations

The contractor's activities shall be planned and scheduled to minimize disruption of normal aircraft activities.

3.4.4.1 Trenches, Holes, and Excavations

Trenches, holes, and any other type of open excavation is not allowed within the runway or taxiway safety areas

3.4.4.2 note used

3.4.5 Work Plan

Prior to commencement of work, the contractor shall submit a work plan for approval by the Project Engineer (see 1.4). An acceptable work plan shall take into account all areas discussed in this section.

3.5 PROTECTION OF EXISTING UTILITIES AND CABLES

The existing utility lines, utility structures and all underground cables, as may be shown on the drawings are approximate and incomplete. Where excavation occurs in the vicinity of existing utilities or cables, the contractor shall use whatever means necessary, including a private cable locator, to locate the existing utilities or cables prior to any excavation. The contractor shall stake all utility or cable crossings and such areas shall be hand excavated. The contractor shall immediately repair any damage done by the contractor or suppliers to utilities or cable within the work area.

3.6 INSTALLATION AND WORKMANSHIP

All work shall be performed according to the intent of the contract, and normal and accepted industry and Government standards.

All work shall be accomplished by skilled workers regularly engaged in this type of work. Where required by local regulations, the workers shall be properly licensed. Electrical terminations and splices shall be done by a qualified electrician.

The contractor shall give constant attention to the work to facilitate the progress thereof, and shall cooperate with the Project/Resident Engineer in every way possible. The contractor shall have a competent superintendent on the work site at all times who is fully capable of reading and thoroughly understanding the plans and specifications and shall receive and fulfill instructions from the Project/Resident Engineer.

An initial inspection shall be conducted when a representative sample of work has been completed. This work shall be approved by the FAA Project Engineer or his representative, prior to the commencement of additional work.

All conduits shall be completely cleaned prior to installing cable. A flexible mandrel shall be used to clean out mud, dirt, and debris from the raceways.

Underground conduits shall be installed so that no water can be trapped in the raceway (water must able to drain out of one end).

All manholes and other above ground structures shall be installed square (perpendicular and parallel) to the runway centerline, prevailing structure or road as indicated on the drawings unless specifically indicated to be otherwise. Elevated conduits and structures (those extending above grade) shall be installed level and plumb. Unless otherwise indicated, maximum tolerance for vertical plumb ness is ¼" horizontal for every four feet vertical. Exposed raceways shall be installed parallel to or at right angles with the lines of the finished structure, unless otherwise indicated.

Tops of foundations, cans, pull box's, manholes, vaults, etc., shall be uniform with the tops of concrete at the surrounding structures, natural grade or as indicated on the drawings or as directed by the Project Engineer. Unless otherwise indicated, top of foundations, cans, pull box's, manholes, etc. shall be level with a maximum tolerance of 1/16" per foot.

Road curves shall be as indicated on the drawings or as indicated by the Project Engineer. Edges of roads, walkways and graveled areas shall be clean, sharp, and well defined. Installed surface material shall not be allowed to spill outside the defined edges.

Installed foundations, structures, walkways, and roads not meeting the above requirements shall be removed, disposed of, and re-installed correctly at the contractors expense.

3.7 TEMPORARY FACILITIES

The contractor shall provide and pay for all temporary services and facilities as specified below and as necessary for the proper and expeditious execution of the work. The contractor shall make, or have made, all connections to existing services and sources of supply as necessary and/or indicated and pay all charges for same. All work under this Section shall comply with applicable laws, rules, regulations, codes, ordinances, and orders of all Federal, State, and Local authorities having jurisdiction for the safety of persons, materials and property. The contractor shall remove all such temporary installations and connections when no longer necessary for the project work.

3.7.1 Temporary Water

The contractor shall make arrangements to furnish a potable water supply for workers and project work, and pay for all water and services.

3.7.2 Temporary Toilets and Sanitation

The contractor shall provide ample and suitable on site sanitary conveniences with proper enclosures for the use by the workers, FAA personnel, and FAA support personnel. Such conveniences shall be kept clean, properly ventilated and installed and maintained in conformity with requirements of all laws and ordinances governing such installations. Locations shall be subject to the Resident Engineer's approval. After completion of the work such conveniences shall be removed from the site.

3.8 SECURITY REQUIREMENTS

The contractor shall comply with all security requirements established by the Boise Air Terminal. Only direct construction support personnel, vehicles and/or equipment will be allowed to the construction site.

During construction operations, the contractor shall use only the access gates and haul roads that are designated by the Resident Engineer. The contractor shall be required to keep access gates guarded and closed during construction hours. The gate may be opened only for authorized vehicle traffic flow. At such times as this gate is not guarded, it shall be closed and securely locked. The contractor shall be held duly responsible to uphold the above security stipulations at all times during the progress of the construction project. No deviations from these security measures shall be allowed at any time.

3.9 SAFETY

All work shall be accomplished in accordance with OSHA Regulations (Standards – 29 CFR), Part 1926, Safety and Health Regulations for Construction.

Protective Equipment, including personal protective equipment for eyes, face, head, and protective clothing shall be used wherever it is necessary by reasons of hazards or environment [1926.95].

- Head protective equipment (helmets) shall be worn in areas where there is a possible danger of head injuries from impact, flying or falling objects, or electrical shock and burns [1926.100].

- Eye and face protection equipment shall be worn when machines or operations present potential eye or face injury [1926.102].

Specific work and operations requiring the mandatory use of personnel protective equipment shall be determined by the FAA Project Engineer.

3.10 SEDIMENTATION, EROSION, AND DUST CONTROL

The Contractor shall submit a plan for sedimentation, erosion, and dust control. The plan shall show best management practices such as the use of silt fencing and/or hay bales to filter sediments from runoff and the application of water as needed to control dust.

3.11 DEBRIS CONTROL AND CLEAN-UP

The work site shall be kept clean and orderly during the progress of work. Special attention shall be exercised to prevent the production of FOD (foreign object debris) which could cause damage to aircraft and/or airport equipment. Prior to the Contract Final Inspection, the contractor shall clean all areas of the construction site. This shall include but is not limited to the dress-up, sweep-up, and re-seeding of all areas disturbed during construction. A NEAT FINAL APPEARANCE OF THE INSTALLED FACILITIES (INTERIOR AND EXTERNAL) SHALL BE EMPHASIZED! All clean-up work shall be to the approval of the FAA Project Engineer.

Upon completion of work, the contractor shall be required to obtain a letter from the Airport Manager indicating that the work area has been left in an acceptable condition. A copy of the letter shall be given to the FAA Project Engineer.

3.12 INSPECTION & ACCEPTANCE

The Contractor shall maintain an adequate inspection system and perform such inspections as will ensure that the work performed under the contract conforms to contract requirements. The Contractor shall maintain complete inspection records and make them available to the Government.

THE PRESENCE OR ABSENCE OF A GOVERNMENT INSPECTOR DOES NOT RELIEVE THE CONTRACTOR FROM ANY CONTRACT REQUIREMENT.

The Government inspections and tests are for the sole benefit of the Government and do not-

- Relieve the Contractor of responsibility for providing adequate quality control measures;
- Relieve the Contractor of responsibility for damage to or loss of the material before acceptance;
- Constitute or imply acceptance.

The Contractor shall, without charge, replace or correct work found by the Government not to conform to contract requirements. The Contractor shall promptly segregate and remove rejected material from the premises.

END OF SECTION